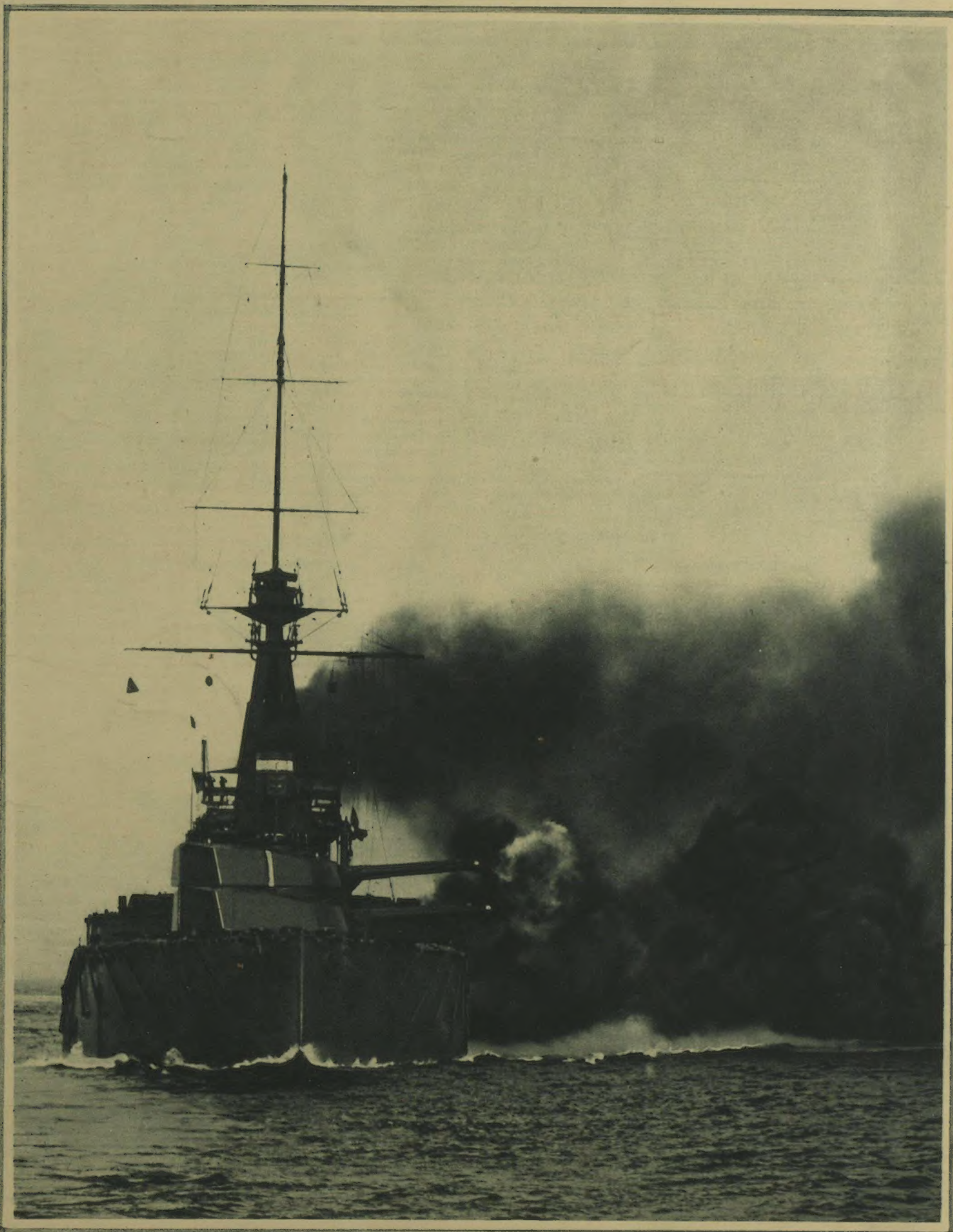


THE NAVAL BATTLE: FORCE THE GERMAN FLEET WOULD NOT FACE.

PHOTOGRAPH BY CRIBB.



"WHEN THE MAIN BODY OF THE BRITISH FLEET CAME INTO CONTACT WITH THE GERMAN HIGH SEAS FLEET, A VERY BRIEF PERIOD SUFFICED TO COMPEL THE LATTER, WHO HAD BEEN SEVERELY PUNISHED, TO SEEK REFUGE IN THEIR PROTECTED WATERS": A BRITISH SUPER-DREADNOUGHT BATTLE-SHIP FIRING A BROADSIDE.

In the Admiralty report issued on Sunday night, June 4, it was written: "The Grand Fleet came in touch with the German High Seas Fleet at 3.30 on the afternoon of May 31. The leading ships of the two fleets carried on a vigorous fight, in which battle-cruisers, fast battle-ships, and subsidiary craft all took an active part. The losses were severe on both sides, but when the main body of the British Fleet came into contact with the

German High Seas Fleet, a very brief period sufficed to compel the latter, who had been severely punished, to seek refuge in their protected waters. This manoeuvre was rendered possible by low visibility and mist; and although the Grand Fleet were now and then able to get into momentary contact with their opponents, no continuous action was possible. They continued the pursuit until the light had wholly failed."

"THE OFFENSIVE WAS TAKEN BY THE BRITISH FORCES": SHIPS OF OUR MIGHTY NAVY.

PHOTOGRAPHS BY CHIEF, GALE AND

POIDEN, COLENS, AND ALPHEE.



AN AVENUE OF GOLD STEEL: A BRITISH FLEET AT REST.



SHOWING MEN "TEETH": TWO OF A BRITISH DREADNOUGHT'S BIG GUNS.



WITH AIRCRAFT, THE MOST MODERN BRANCH OF BRITISH NAVAL POWER: A SUBMARINE RISING TO THE SURFACE.

"THE Navy is very old and very wise. Much of her wisdom is on record and available for reference; but more of it works in the unobtrusive blood of those who serve her. She has a thousand years of experience, and can feel proud of it . . . for any situation that the force of the weather or the malice of the King's enemies may bring about."—Kipling.



HEAVY UNITS OF THE BRITISH NAVY: SUPER-



DREADNOUGHTS IN LINE AHEAD (BOW VIEW).



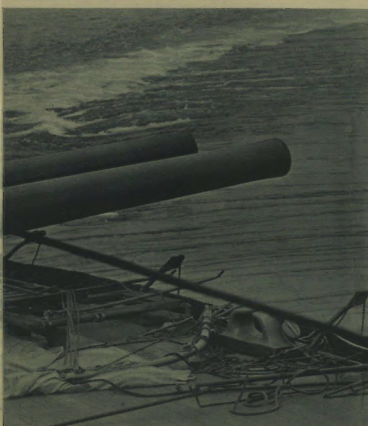
TURNING FROM LINE ABREAST TO LINE AHEAD: A BRITISH SQUADRON.



HEAVY UNITS OF THE BRITISH NAVY: SUPER-DREADNOUGHTS IN LINE AHEAD (STERN VIEW).



WITH TWO OF HER 12-INCH GUNS TRAINED FOR FIRING.



A BRITISH DREADNOUGHT TURNING TO PORT AT 15 KNOTS.



NAVAL POWER IN ITS MOST FORMIDABLE SHAPE: A BRITISH SUPER-DREADNOUGHT.

For some reason, the British public viewed a little pessimistically for a time the result of the naval engagement which began in the North Sea on the afternoon of May 31 and ended in the morning hours of June 1. The losses were severe on both sides, but, as the Secretary of the Admiralty stated on June 4, "when the main body of the British Fleet came into contact with the German High Seas Fleet a very brief period sufficed to compel the latter, who had been severely punished, to seek refuge in their protected waters." Further it is added significantly that the Grand Fleet pursued the fleeing enemy until the light had wholly failed; while British destroyers made a successful attack during the night. Having driven

the enemy into port, "Sir John Jellicoe returned to the main scene of action, and scoured the seas in search of disabled vessels. By noon the next day (June 1) it became evident that there was nothing more to be done. He returned, therefore, to his base 600 miles away, refuelled his fleet, and in the evening of June 2 was again ready to put to sea." After this it need not be pointed out, in connection with Germany's claims to a victory, that a victorious Fleet does not leave the sea in possession of the enemy, which is precisely what the Hochseeflotte did when it retreated in face of the main body of the Grand Fleet!

MIGHT OF BRITAIN: "THE EVENTS . . . AMPLY JUSTIFY MY

PHOTOGRAPH



WHY THE GERMAN HIGH SEAS FLEET EVADED THE FULL CONSEQUENCES OF AN ENCOUNTER WITH

Replying to Sir John Jellicoe's birthday-message to him from the Grand Fleet, King George said: "I am deeply touched by the message which you have sent me on behalf of the Grand Fleet. It reaches me on the morrow of a battle which has once more displayed the splendid gallantry of the officers and men under your command. I mourn the loss of brave men, many of them personal friends of my own, who have fallen in their country's cause. Yet even more do I regret that the German High Seas Fleet, in spite of its heavy losses, was enabled by the misty weather to evade the full consequences of an encounter they have always professed to desire, but for which, when the opportunity arrived, they showed no inclination. Through the retirement of the enemy immediately after the opening of the general engagement, robbed us of the opportunity of gaining a decisive victory, the events of last Wednesday amply justify my confidence in the valour and efficiency of the fleets under your command." As to German "victories" in general, Mr. Rudyard Kipling com-

CONFIDENCE IN THE VALOUR AND EFFICIENCY OF THE FLEETS."

BY CHIEF

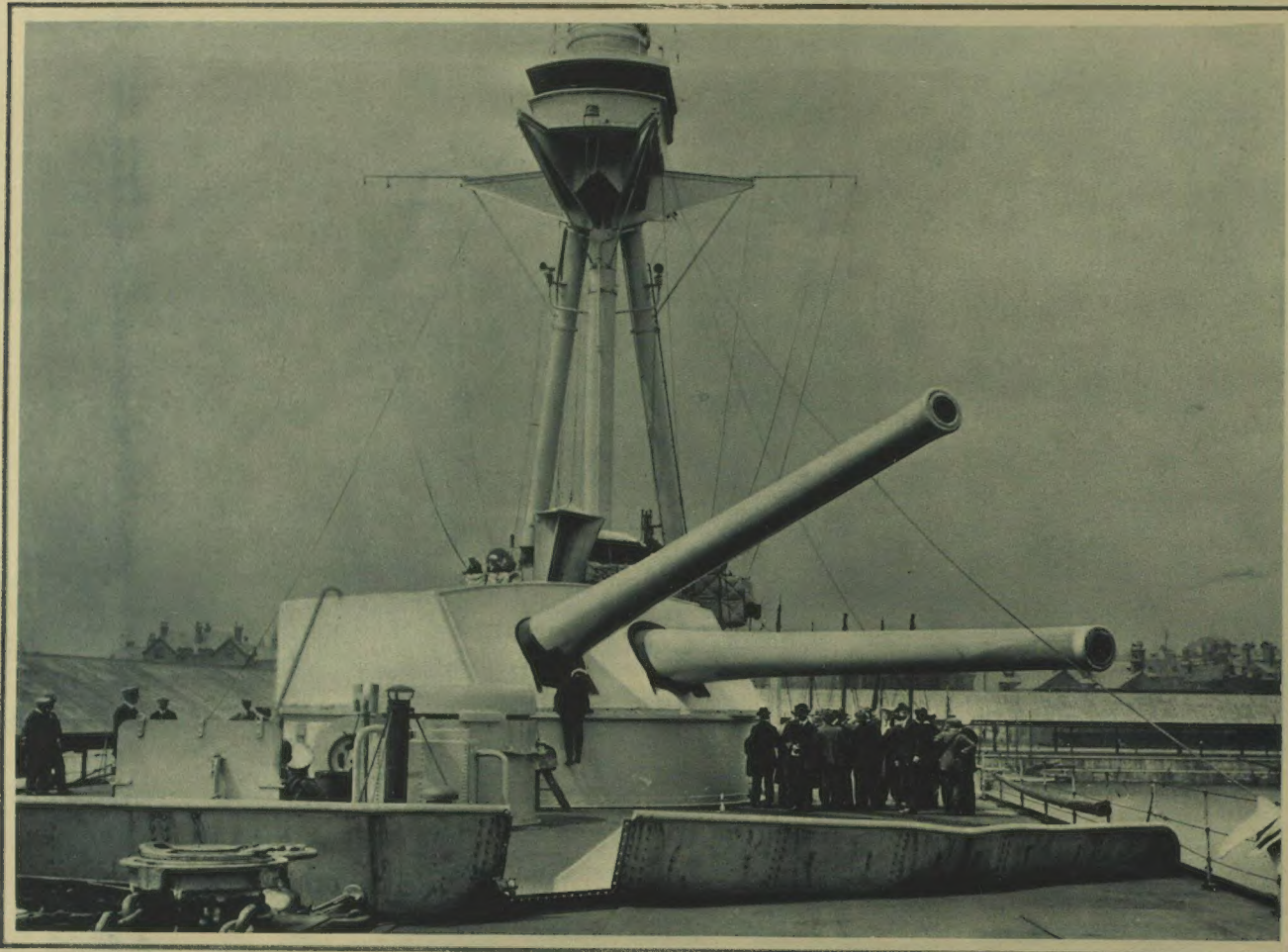


THE MAIN BODY OF THE BRITISH FLEET: ONE OF OUR DREADNOUGHTS FIRING A BROADSIDE.

mented caustically upon them the other day when he wrote: "If I were a German I would really be grieved at the blindness of all the rest of the world, and, judging from their papers, they are grieving in multitudes. But I fancy it is a long way yet for them and for us. They have got to go on winning victories for about another year, if their men and their money run to it. They will probably finish up with a splendid victory, and then these 'fool Allies' will 'reform their line' and pick up the pieces, and get ready to be beaten again—very likely not far from where the lines are now. Then the show will shut up with Germany victorious to the last, and the Allies methodically carving her up into nice, harmless pieces. Maybe I am wrong, but that is the way I see it: Germany winning all the victories and the Allies winning the war." Mr. Kipling has further written: "Knowing as nations what it is we fight for . . . we go forward now under the grand banner of our griefs and losses to greater effort . . . for the deliverance of mankind."

WITH THE GRAND FLEET; AND WOMEN IN A MUNITION-FACTORY.

PHOTOGRAPHS SUPPLIED BY C.N.



A TYPE OF WAR-SHIP THAT HAS BEEN LARGELY DEVELOPED BY THE WAR: BIG GUNS ON BOARD A MONITOR.



APPROACHING THE GRAND FLEET: ON BOARD A BRITISH DESTROYER.

The monitor, which may be roughly described as a comparatively small ship of shallow draft carrying several big guns, has come by its own in the present war. Monitors have done good service, particularly, in bombarding German positions on the Belgian coast; also at the Dardanelles, and elsewhere.—British destroyers are ubiquitous. They performed heroic work in the great battle recently fought in the North Sea.—

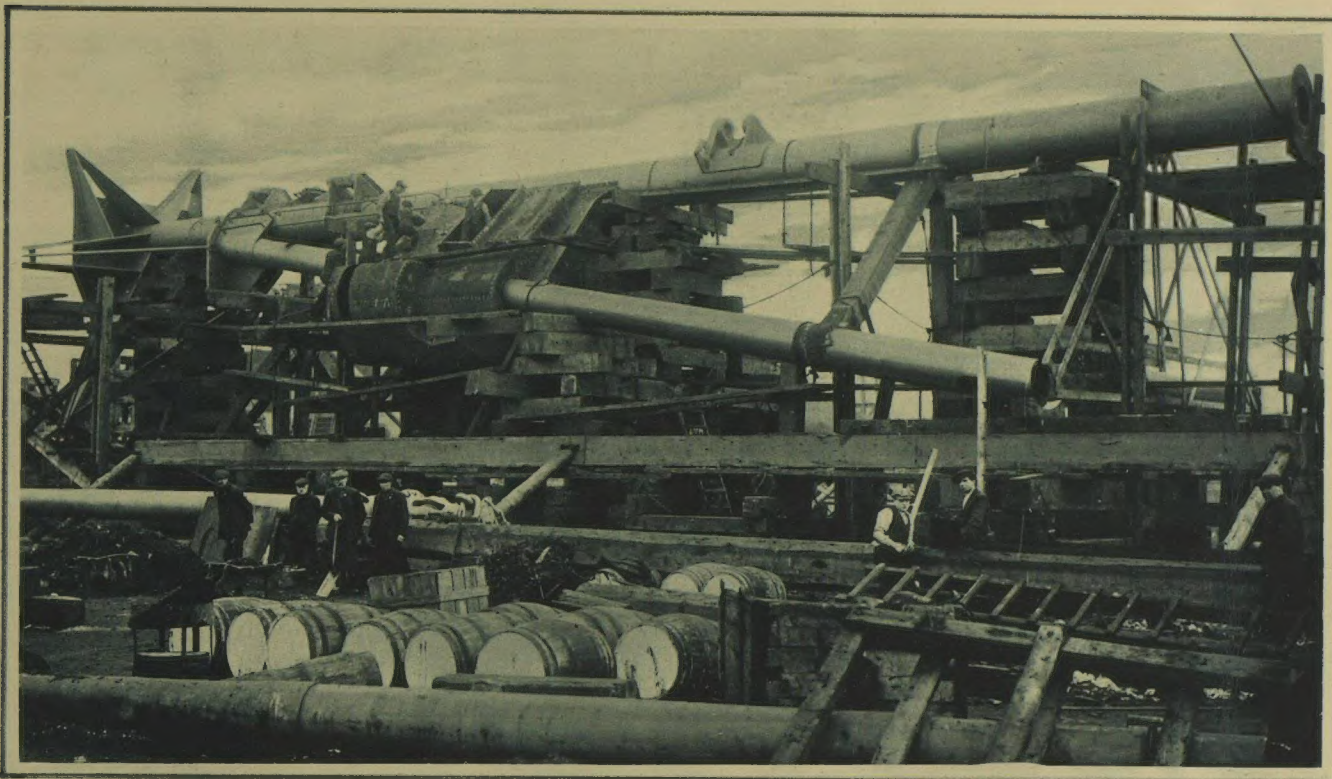


"THE WOMEN ARE SPLENDID": FEMININE MUNITION-MAKERS AT WORK.

Describing the great ship-building yards of the North, Mr. H. W. Wilson writes: "One huge ammunition-factory, which has expanded in amazing fashion, so that to-day it employs 25,000 persons where before the war it employed only 1500, has no fewer than 13,000 women engaged mainly in the manufacture of fuses and shells, and I was told that 'the women are splendid.'"

BUILDING NEW FLEETS: WORKING FOR VICTORY IN OUR DOCKYARDS.

PHOTOGRAPHS SUPPLIED BY C.N.



AT A NAVAL SHIP-BUILDING YARD: HUGE DERRICKS IN COURSE OF CONSTRUCTION FOR WAR-SHIPS.



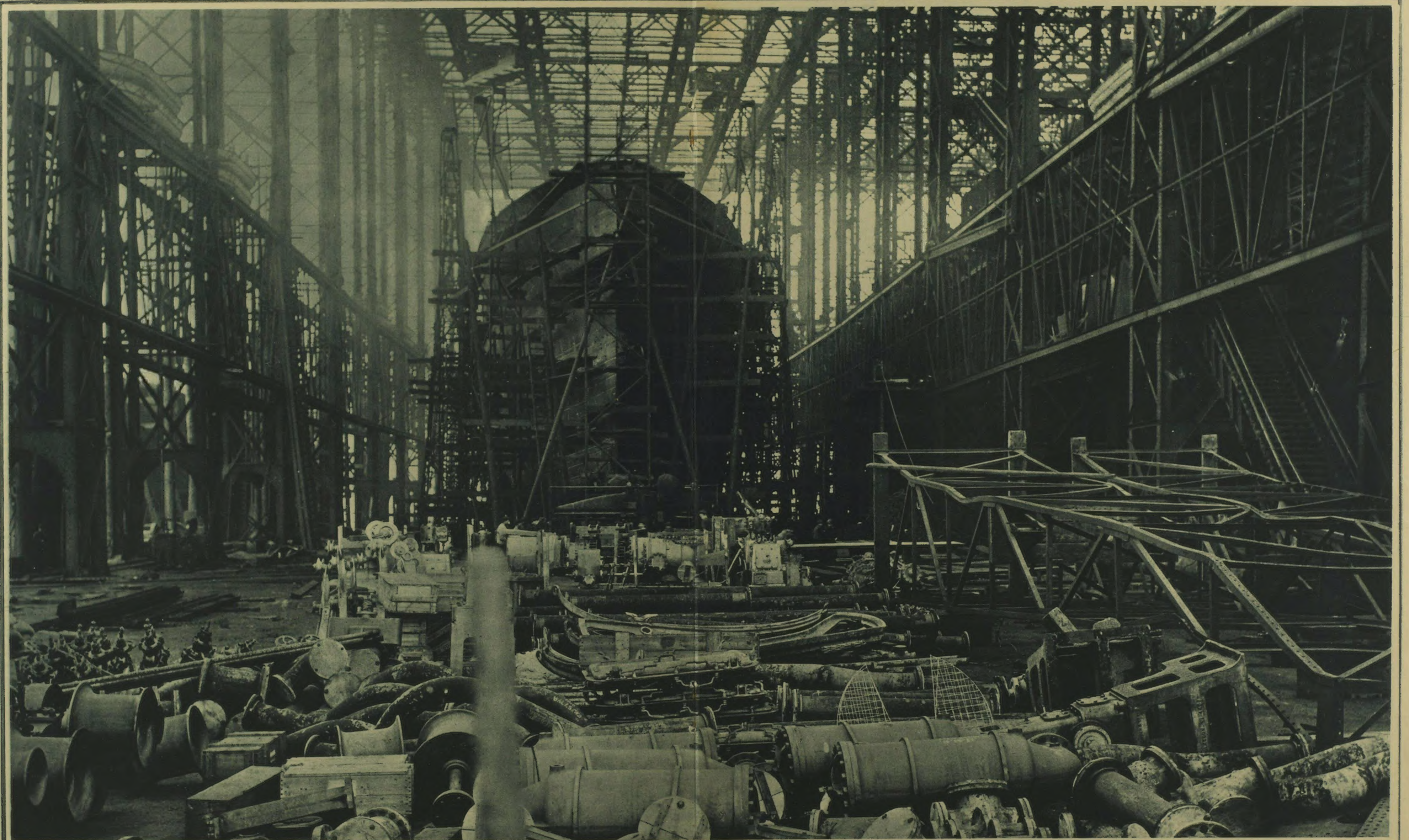
"THE HANDIEST SHIPS IN THE NAVY": DESTROYERS UNDER CONSTRUCTION AT A NAVAL SHIP-BUILDING YARD.

The ship-building yards of Great Britain are working full power, and are steadily adding to the already enormous strength of our incomparable Navy. Describing a recent visit to the yards on the Tyne and the Clyde, a special correspondent of the "Daily Telegraph" said that "in due time the Navy would be able to welcome the addition of new battle-ships, cruisers, destroyers, submarines, and small patrol craft in surprising

numbers. . . . One class of ship [he continues] the Navy cannot possess in too great numbers. I refer to destroyers. Again and again has their value been demonstrated during the war. They are praised as the handiest ships in the Service, and naval officers of all ranks speak with unbounded enthusiasm of their splendid work." The battle off Jutland again proved their worth and the heroism of their crews.

BRITAIN'S EVER-GROWING NAVY: A HUGE DESTROYER ON THE STOCKS IN A NAVAL SHIP-BUILDING YARD.

PHOTOGRAPH SUPPLIED BY C.N.



WHERE THE POWER OF THE BRITISH NAVY IS BEING CONSTANTLY INCREASED: "THE BUILDING OF THE SHIP"—A NEW DESTROYER ON THE STOCKS.

Powerful as was the British Navy at the beginning of the war, it has ever since been steadily increasing in might and in numbers of ships. The naval ship-building yards of this country have been in full swing all the time, and they are still working at top pressure. The same thing is true of the navies of our Allies, and we also, in some cases, are building for them as well as for ourselves. In an article describing a visit to the great ship-building yards of the North, a "Times" correspondent wrote a few days ago: "I have seen on the Tyne and the Clyde the men . . . who build and equip the fleets of Britain. . . . Not all the vessels building are vessels

of war, however. Check by jowl with a pair of destroyers is a ship of a class unknown in British waters. It is an ice-breaker for our ally Russia. . . . Every conceivable type of craft is on the stocks here. . . . Every yard is building destroyers, and they do not take long to build. In one yard there is a skeleton of a ship that will be sailing what some maps still call the German Ocean in less than two months. The work goes on always, and never for a minute does the din and clatter cease. As darkness falls flares are lit, and dawn sees tired men still bearing their weight on drills and rivetters after hours of heavy labour."

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPIRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

PUTTING ON THE CLOCK.

DURING this war, we in England have become so accustomed to Government dictation that the Daylight Saving Act has been meekly accepted by the whole community without any particularly insistent voice being raised against it. Nevertheless, science is by no means unanimous in its favour, and a small "symposium" lately instituted by our gallant contemporary, the *Revue Scientifique*, gives us a convenient means of studying all that can be said for and against the Act from the scientific point of view. The protagonists are—for the attack, M. Lallemand, an Academician and Director of the Bureau des Longitudes; while the defence is undertaken by his brother Academician, M. Lecornu, who is Professor at the Ecole Polytechnique.

M. Lallemand's chief objection, as may be expected from one of those responsible for the production of the famous "Annuaire" which corresponds to our own "Nautical Almanac," is that all the natural phenomena on which the science of navigation depends—rising and setting of sun, moon, and stars, times of high and low water, and the like—are calculated and published years in advance, and are recorded in astronomical time which cannot be altered. Hence, by arbitrarily altering the clock in the way our legislators have done, we are imposing an extra labour on navigators who have to take note of these things, and who will have, until Oct. 1 at all events, first to ascertain the true time of any observation, and then to translate it into the statutory time. If they fail to do this, and there are already sufficient extra calls on their attention imposed by the necessity of looking out for submarines, mines, Zeppelins, and other modern additions to the perils of the sea, the result may well be wrecks, collisions, and runnings-aground to an extent which may appreciably reduce our already diminishing mercantile marine, to say nothing of our war-fleets. The same danger, to a less extent, awaits us on land; and M. Lallemand predicts a crop of railway accidents in consequence of the alteration of the clock, especially in the autumn, when the return to our normal habits will be imminent. *Dii meliora!*

Nor does M. Lallemand think much of the economy, in the popular sense of the word, which is supposed to be effected by the measure. That people will work longer hours because the clock is altered is a visionary hope, which has, in fact, been killed by the Act itself prescribing that everyone shall quit work, as well as begin it, an hour earlier in the summer than in the winter. The only saving, then, that the Act can effect is in the amount of artificial light—electricity, gas, oil, or candles—

which will be replaced by our longer use of the natural light of the sun. But farmers and others engaged in agriculture, who are really dependent on the sun's light all the year through, are not going to alter their working hours for any Act of

Parliament, and this is, perhaps, proved by what they have already said and done both in France and in our own country. It is only in towns then, where working by artificial light during part of the day is the rule, that any saving is possible; and the vast increase in the cost of such light since the beginning of the war has already forced those who pay for it to cut down its use to the lowest possible point. For the rest, he says that all the effects sought for by the Act could have been obtained by an enactment that between May and October all Government and public offices, railways, tramways, and so on should begin and leave off work an hour earlier than in the winter—for which suggestion there is much to be said.

To all this, M. Lecornu replies that none of the inconveniences predicted by his learned colleague have followed the alteration in time necessitated by the difference of meridians, and that we, when travelling, change as it were automatically from Greenwich to Paris and from Paris to Central Europe time almost without noticing it. Nowhere is this more marked than in our great Dominion across the Atlantic, where the trains going from Halifax on one ocean to Vancouver on the other change their time—if one recollects rightly—no fewer than three times during the five days occupied by the journey. Moreover, says M. Lecornu, the measure is a war measure, and its economical advantages are not to be measured by the standards of peace. Thus, in the matter of lighting, the coal for the production of the electricity or gas required in France is all supplied by England, since the Huns have occupied most of the coalfields of our fair neighbour and Ally. But the transport of a thousand tons of coal occupies the scanty space on the congested railways in both countries which might otherwise be devoted to

the transport of a thousand tons of munitions; and what difference might not the timely arrival of a thousand tons of high-explosive shells make on any battlefield? Moreover, the actual results of the Act cannot be predicted with any certainty, and the best thing for science to do is to leave the whole matter to the rulers of each country, as the Académie des Sciences has already decided to do.

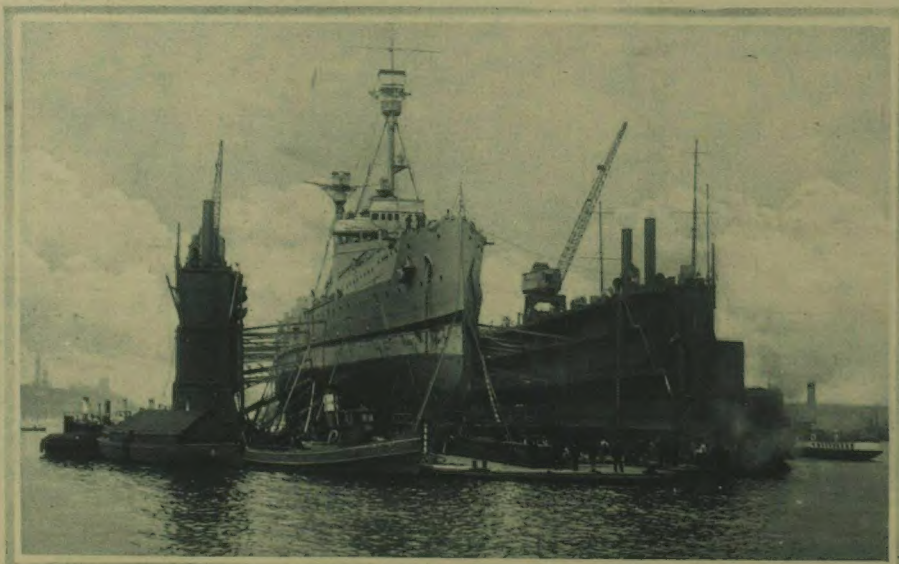
Here, then, is the issue, upon which the two contending parties may well agree to differ. At present, M. Lecornu seems to have the best of the argument; but M. Lallemand's suggestion that we should get the hour back to normal on Oct. 1 by ordering the complete stoppage of all work for that amount of time would be admirable—if only we were then at peace. F. L.



WOMEN'S WORK FOR THE NAVY: PUTTING THE FINISHING POLISH ON A WAR-SHIP'S PROPELLER, AT A SHIPYARD.

Alike in the dockyards and at the ship-building centres, women are lending active assistance in the manual labour departments. Everywhere their assiduity and punctuality at work are highly spoken of, while they perform tasks that expedite the output of the establishments, such as attending to shipboard electric fittings and finishing details, drill-boring, boiler-tube clearing, and giving final touches to ship equipment of all kinds.

Press Bureau Photograph; supplied by C.N.

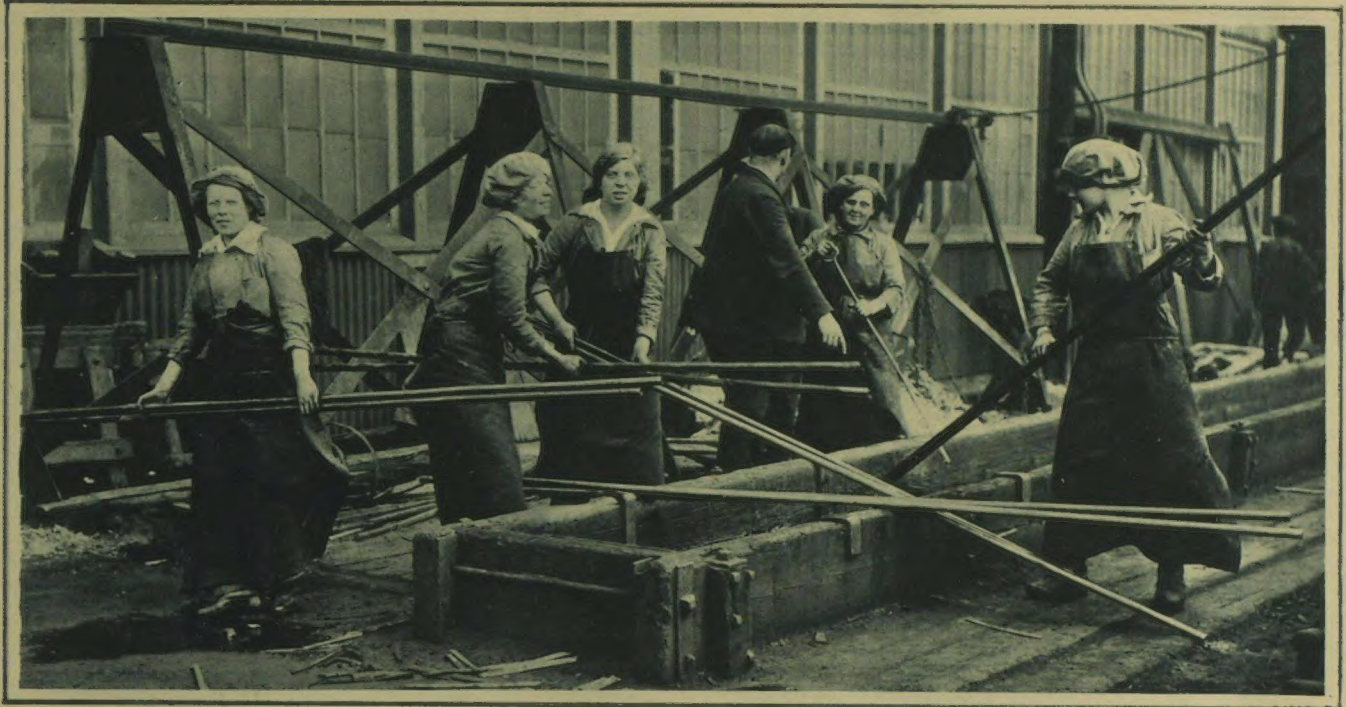


AT ONE OF OUR CHIEF SHIP-BUILDING CENTRES: A CRUISER IN A FLOATING DOCK.

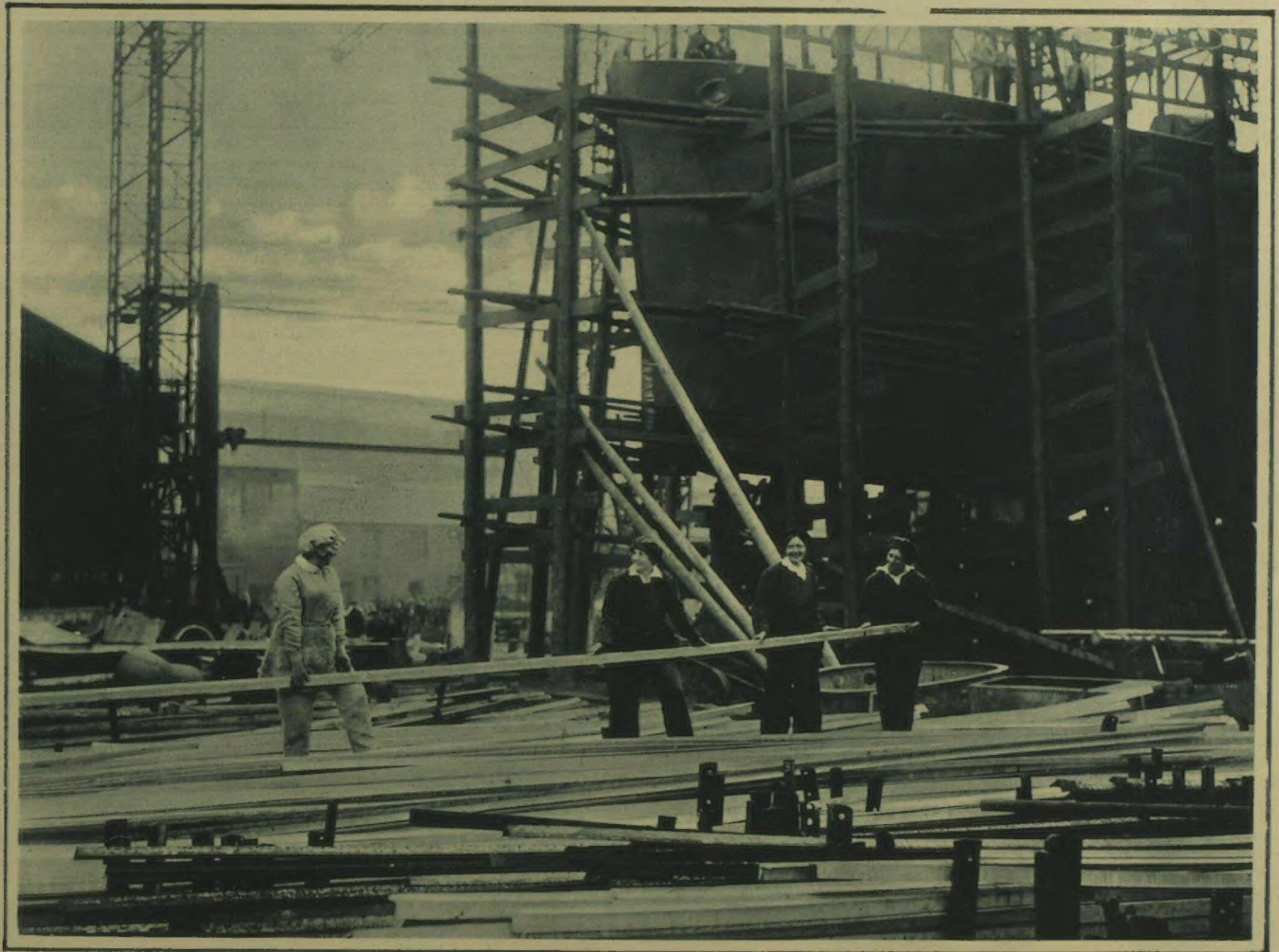
Work goes on afloat and ashore by night and day at the ship-building establishments round our coast. All classes of war-vessels, battle-ships, cruisers, submarines, are in hand at various places, besides repairing work to ships sent in from the fleets at sea. To relieve the graving and dry docks, floating docks are in use for carrying out finishing work on the hulls of ships being completed, and executing repairs below the water-line to others.—[Press Bureau Photograph; supplied by C.N.]

WOMEN HELP TO STRENGTHEN THE NAVY: FEMININE SHIP-BUILDERS.

PHOTOGRAPHS SUPPLIED BY C.N.



PRAISED FOR THEIR INDUSTRY AND OBEDIENCE: WOMEN WORKERS AT A NAVAL SHIP-BUILDING YARD.



WOMEN AT WORK IN A NAVAL SHIP-BUILDING YARD: HANDLING LONG STEEL BARS.

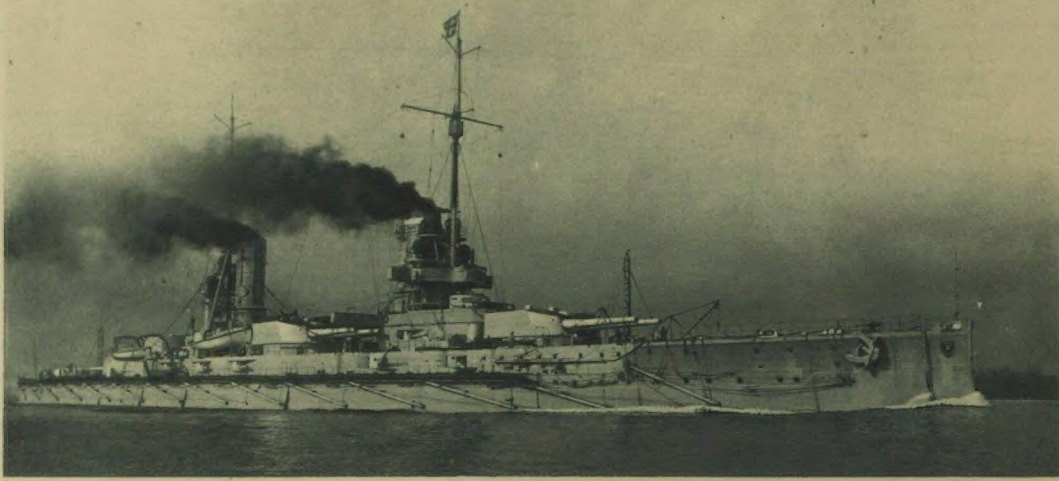
Women have undertaken the work of men, not only in munition-factories and lighter occupations, but even in the arduous work of ship-building. Thus they are taking a share in the constant increase of our naval power. Mr. H. W. Wilson, the well-known naval expert, wrote the other day after visiting the yards where new fleets are coming into being: "Everywhere we saw women at work—usually apparessed in trousers—and

working very well. They are found to excel in the control of machinery which repeats the same movement. They can manage even better than men the blading of turbines, a business that looked to me very delicate and difficult. Their output is generally praised, and in all the yards . . . I did not hear a word against them. Their industry and obedience render them particularly valuable."

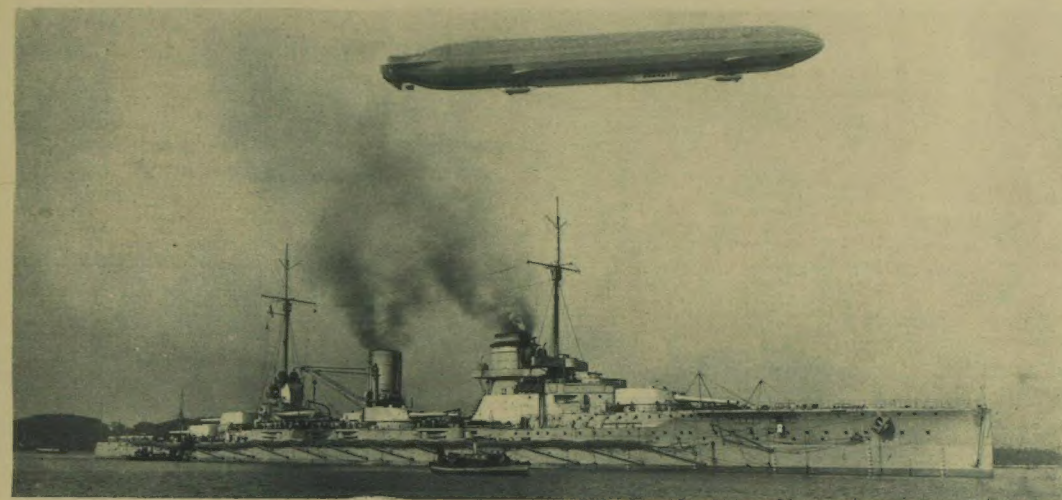
"THE GERMAN LOSSES ARE HEAVIER THAN THE BRITISH": ENEMY SHIPS OF THE TYPES SUNK BY THE GRAND FLEET.

THE "Kaiser" class of super-Dreadnought battle-ships are of 24,310 tons; of 23½ knots speed; mount ten 12-inch and fourteen 5·9-inch guns; and are armoured with 12-inch steel. Their complement is 1073. As far as is known, the "Kaiser" is identical in dimensions with the largest of the German Dreadnoughts at sea when the war broke out. Four similar ships were then ready. Since 1914 the "König," "Kronprinz," "Grosser Kurfürst," "Markgraf," and "Ersatz K. Friedrich III.," of 26,675 tons, have been building. The Dreadnought battle-cruiser "Seydlitz," of 24,640 tons, with ten 11-inch and twelve 5·9-inch guns, and a 29 knots speed, was finished

(Continued opposite)

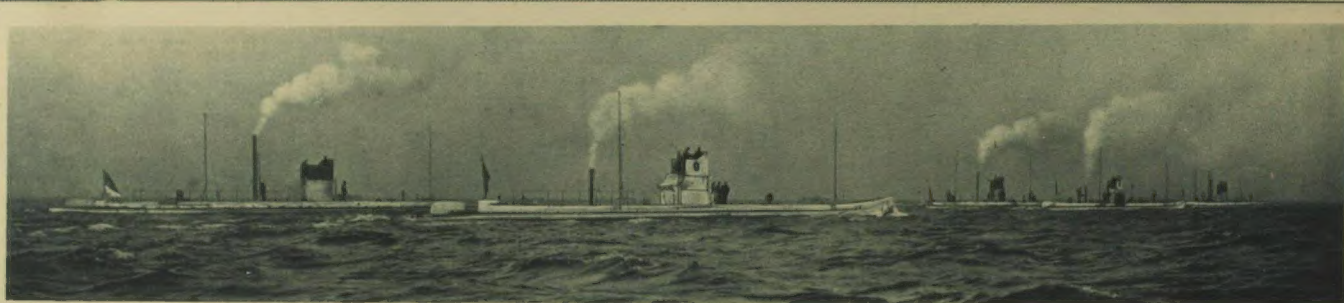


A GERMAN "BATTLE-SHIP": THE SUPER-DREADNOUGHT "KAISER"—TWO ARE REPORTED TO HAVE BEEN SUNK.



A GERMAN "BATTLE-CRUISER": THE "SEYDLITZ"—TWO ARE REPORTED TO HAVE BEEN SUNK.

(Continued.) in 1913, and was the latest completed ship of the class at the outbreak of the war—length, 656 ft. The later "Derfflinger," "Lützow," and "Hindenburg," of 28,000 tons, were in hand in August 1914. The submarines shown are of the 1914 class, 800 tons displacement, and 16 knots surface-speed. The destroyers seen belong to the 1911-12 class, and are vessels of 560 tons displacement. The "Pommern" was a pre-Dreadnought battle-ship of 13,200 tons and 19 knots speed, built in 1905, and carrying four 11-inch guns. Of the four light 30-knot cruisers, the "Wiesbaden" and "Elbing" were new vessels of 5000 to 6000 tons. The "Rostock" class are of 4820 tons. The "Frauenlob" was of 2657 tons.



SUBMARINES ATTACHED TO THE HIGH SEAS FLEET: ONE OF THE GERMAN SUBMARINES IS REPORTED AS SUNK.



GERMAN DESTROYERS OF RECENT TYPE: IT IS REPORTED THAT "AT LEAST NINE DESTROYERS" WERE SUNK.



OFFICIALLY ADMITTED BY THE GERMANS AS "SUNK DURING THE NIGHT BY A TORPEDO": THE PRE-DREADNOUGHT BATTLE-SHIP "POMMERN."



A TYPICAL GERMAN "LIGHT CRUISER": THE "ROSTOCK"—FOUR LIGHT CRUISERS ARE REPORTED AS SUNK.

The third Admiralty communiqué on the battle off Jutland, the latest issued at the moment of writing, stated in regard to the enemy's casualties in ships: "There seems to be the strongest ground for supposing that included in the German losses are: Two battle-ships; two Dreadnought battle-cruisers; two of the latest light cruisers ('Wiesbaden' and 'Elbing'); a light cruiser of the 'Rostock' type; the light cruiser 'Frauenlob'; at least nine destroyers and a submarine." Typical vessels of each set of these are shown, from the latest available photographs (it is impossible, in the uncertain wording of the official statement, to name all the particular vessels), and, should later information identify the ships actually lost by the enemy, in appearance, dimensions, and general fighting capacity, they may be taken to be practically the same as those here seen. "The Grand Fleet," states the Admiralty

communiqué, "came in touch with the German High Seas Fleet at 3.30 on the afternoon of May 31. The leading ships of the two fleets carried on a vigorous fight, in which battle-cruisers, fast battle-ships, and subsidiary craft all took an active part. . . . The British losses have already been fully stated, and there is nothing to add to or subtract from the latest account published by the Admiralty. The enemy losses are less easy to determine. That the accounts they have given to the world are false is certain—and we cannot yet be sure of the exact truth. But from such evidence as has come to our knowledge, the Admiralty entertain no doubt that the German losses are heavier than the British—not merely relatively to the strength of the two fleets, but absolutely."

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SPEAIGHT, HARRISON, LAFAYETTE, ROBINSON, SARONY, BASSANO, ELLIOTT AND FRY, AND VANDYK.



CAPT. CAPELL AYLETT-BRANFILL,
Glamorgan Yeomanry. Son of Mr.
Capell Aylett-Branfill, Ynystawe House,
Clydach.



CAPT. (REV.) H. B. ST. J. DEVINE,
Chaplain to the Forces. Son of
Rev. Wilson de Vine, Rural Dean
of Wednesbury.



LT.-COL. A. B. A. STEWART, D.S.O.,
Seaforth Highlanders. Won D.S.O. in
S. African War. Son of late Colonel
Charles Edward Stewart.



CAPT. ERIC M. SIMPSON,
Worcestershire Regt. Son of Mr.
and Mrs. Y. M. Simpson, of
Boston, Lincolnshire.



CAPT. E. R. COOKE,
Royal Irish Fusiliers. Son of Mr. and
Mrs. Cooke, The Grendons, Teign-
mouth. Killed in action.



LIEUT.-COL. FRANK H.
GASKELL,
Welsh Regt. Son of Col.
Joseph Gaskell, V.D., D.L., of
Penhill, Cardiff. Was a bar-
rister on the S. Wales Circuit.



CAPT. G. B. HOWARD RICE,
Indian Army. Son of Rev.
R. J. Howard Rice, Vicar of
Sutton Courtney, and grandson
of the famous Nile explorer,
Captain the Hon. C. L. Irby.



MAJOR H. P. PHILBY,
D.S.O.,
York and Lancaster Regt.
Won the D.S.O. at Hooge.
Son of Mrs. Philby, The Cross-
ways, Camberley.



MAJOR GEORGE
EDWARD VAN-
SITTART,
Canadian Field Artil-
lery. Son of late John
Pennefather Vansit-
tart, India. Was
brought up in Canada.



LT.-COL. T. M. M.
BERKELEY,
Black Watch. Son
of late Robert Berke-
ley, of Spetchley
Park, Worcester, and
of Lady Catherine
Berkeley.



MAJOR J. FITZGERALD BANNATYNE,
Hussars. Son of late Mr. J. F. G. Banna-
tyne and of Mrs. Bannatyne, of Haldon,
Devon, and Fanningtown Castle.



BRIG.-GENERAL C. G. MORRISON, C.M.G.,
President of the Claims Commission, British Expedi-
tionary Force. Officially reported killed in a motor
accident in France.



CAPT. S. & ROBERTSON,
Royal Scots. Was killed while gallantly
leading an assault on the enemy at Hill no.
in September last.



CAPT. A. G. W. SETON-BURN,
Late East Surrey Regt. Son of late
Colonel A. G. W. Burn, Madras Staff
Corps. Served in South Africa.



CAPT. W. K. H. WILSON,
Devonshire Regiment. Died of
wounds received in action. Aged
fifty-six.



CAPT. WILFRID M. LANGTON,
Cheshire Regiment. Son of Mr. and
Mrs. Edward Langton, Silverlands,
Aldricham. Was a barrister-at-law.



CAPT. C. H. HILL,
York and Lancaster Regt. Killed
in action. Son of late W. Robinson
Hill, and of Mrs. Hill, Lymington.



CAPT. C. H. M. FURNELL,
Royal Garrison Artillery. Son of late
Mr. G. C. Furnell, J.P., and of Mrs.
Furnell, of Ballyclough, Co. Limerick.



“Shall we find a nice, quiet corner?”

“LET’S tie up in the shade for a bit. You must want a rest. And I can see by the way you’re looking at my Kenilworth that you’d like one of them too.”

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And notice how carefully the long, fine tresses of tobacco are laid side by side, so as to secure a “through-current” of air and an even smoke.

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THE RUSSIA OF TO-DAY.

A VERY interesting contribution to the existing literature about Russia is undoubtedly Professor J. Y. Simpson's "The Self-Discovery of Russia" (Constable), which has just been published with numerous illustrations. The book consists largely of rearrangements of magazine articles, and in its peculiar make-up is, perhaps, likely to repel the general reader, for it has, among other things, a prelude, an interlude, and a "postlude." But, allowing for these eccentricities, it is nevertheless deserving of study, and will well repay careful perusal. Professor Simpson thinks Russia has only just discovered herself, but the truth is that it is Professor Simpson who has only just discovered Russia, and is surprised at manifestations of social activity which he had not suspected existed, and consequently believes to be new, when, as a matter of fact, such sporadic manifestations have occurred with great frequency in the past, more especially in the reigns of Alexander II. and Alexander III. The reader should not, therefore, go to this book with the expectation of finding a reasoned historical account of the slow evolution of the social life of the Russian people. All that it will give him will be a highly coloured, and perhaps partial, impressionist picture of the Russia of to-day. In the author's description of the condition of the people under a system of compulsory temperance, there is many a lesson to be read between the lines for our own temperance fanatics. We learn that the working classes, suddenly debarred from legitimate alcoholic drinks, mix methylated spirits, and even certain kinds of spirituous varnishes, with their harmless temperance beverages. In his chapter on the future of Poland the author strikes a note which Russians will consider dangerous, and he has not sufficiently worked out his thesis to make us quite sure that we know what he means. If the autonomy of Poland is to be the first step to the segregation of Russia into a series of federated autonomous States, the Russians will have none of it. There are Poles who advocate such a policy, but the Russian people regard it with justifiable suspicion. Nobody could do the Polish nation a greater disservice than to suggest that an autonomous Poland means a disintegration of the unified Russian Empire. The author is hardly more reluctant when dealing with the question of Constantinople, and suggesting that this ancient capital of Byzantium is destined to become the



ON THE ITALIAN FRONT: A HOWITZER'S "LAIR" IN AN ALPINE RAVINE.

The Italian howitzer seen is one of 310 mm., or 9-inch calibre, placed to shell an Austrian position out of sight from the firing-point, in accordance with telephoned instructions from an officer in an observation-post up the ridge in front. To prevent the concussion of the discharge causing a fall of stones and earth from the slope in front, the log revetment seen was constructed, while the hill-side itself has been cleared of timber to prevent the flash setting the place on fire, and to give a clear range for the shells.

capital of Russia. Constantinople has the Bosphorus and the Black Sea between itself and the Russian Empire. To transfer the capital of Russia from Petrograd to Stambul would involve a dislocation of administrative machinery at which the imagination stands aghast. Not even Catherine the Great, in her wildest dreams, conceived so impracticable an idea. No; Professor Simpson has only just discovered Russia: he should study it a little more before he preaches about it. In the meantime, his personal impressions of the country can be read with pleasure and profit. The illustrations are of the usual photographic order.

The literature of the war grows apace, not only in large and important works, but also in a cloud of little volumes, both prose and verse, which may be classed in a general way as booklets. Of a few that we have received lately, one is an interesting account of the experiences of a prisoner of war in Germany, called "In the Hands of the Enemy," by Benjamin G. O'Rourke, Chaplain to the Forces (Longmans). He describes the battle of Landrecies and prison life at Torgau, Halle, Burg, and Magdeburg. It is illustrated with a few photographs and drawings. In "The North Sea and Other Poems," Mr. H. De Vere Stacpoole sings rather of the beauty and traditions of places that are now scenes of war than of the war itself. At the end of the book are some pieces in old French after the manner of Villon. "Songs of the World War," by Mr. A. St. John Adcock (Cecil Palmer and Hayward), deals directly with the present conflict. Some of the poems are in serious vein, others in a colloquial and satirical style. If there is nothing in the book that could be called great poetry, it is certainly worth reading. Prefacing the poems is an essay called "The Real Pacifist," in which the author justifies the Allied cause and denounces "the lords of Germany." Along with the above booklets comes one called "Moods and Memories," by Mr. Mark Hyam (George Allen and Unwin). The author does not seem to be aware that there is a war going on; at least, he does not mention it. His verse, whether grave or gay, is of a rather commonplace type. In less momentous days, some of it might beguile an idle hour, but at present one feels that life is too serious to spend on reading or writing this kind of thing.

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THE PLAYHOUSES.

"FISHINGLE." AT THE HAYMARKET.

THAT bottle of rare old port which Squire and butler share amicably together in the opening act of Mr. Vachell's new play at the Haymarket, "Fishingle," aptly serves as a symbol of the quality of the story the dramatist tells. It has got warmth, geniality, delicacy of flavour, and it calls for an attitude of good-humour, leisuress, and quiet enjoyment. Events move slowly in this old-fashioned atmosphere, but character ripens and reveals itself piquantly; and if the piece only contained its studies of the explosive old Squire and the factotum who really controls his household and helps him out with his proverbs, and, again, the gracious wife of the Squire who obeys him in the spirit, not in the letter; quite apart from the two young couples on whose behalf Fishingle risks his influence and delightful friendship with his master—its desultory action would be well worth waiting for. Because, as it happens, the author can count on three inspired players to interpret and elaborate his intentions. Mr. Allan Aynesworth, so imperious and yet so affable as the Squire; Miss Marion Terry, with the appealing womanliness she cannot help suggesting in its most tender phase; and, even more, Mr. Ainley, whose subdued manner masking force of personality is absolutely right for the pearl among butlers—act with a sincerity, a charm, a sensibility which make their art something better than art. And the element of insinuating persuasiveness goes all through the play, all through the interpretation. Courting still-room maid and footman whom Sir Geoffrey would part because they are cousins, Squire's breezy son and parson's wholesome daughter whose love-affair the autocrat's fads would also mar—these are real and individualised creatures. Watch Miss Doris Lytton's sweet air of ingenuousness as the little maid; listen to Mr. Reginald Bach's full-blooded Doric in the footman's rôle, if you want evidence. Theirs are performances that materially contribute towards the bouquet of the entertainment.

"BELLA DONNA." AT THE ST. JAMES'S.

There is so much that is picturesque in the setting as well as in the heroine and plot of "Bella Donna" that Mr. Fagan's adaptation of the Hichens romance should be able to count on another run at the St. James's—especially as the revival of this tale of crime means the return of Sir George Alexander to his own stage—and the reappearance of an actress too rarely seen nowadays, Mrs. Patrick Campbell, in one of her most bizarre impersonations.

of poisoning they redeem, just merely on their account. The leading actress's work has gained not a little in subtlety of contrast; she is at once more vivid in moments of passion and more restful in the lighter passages of comedy. Hers is a study in exotic characterisation not to be missed.

"DADDY LONGLEGS." AT THE DUKE OF YORK'S.

All that is piquant and arresting in the play that Miss Jean Webster, gives us at the Duke of York's may be said, with all due respect to its fascinating heroine and the no less fascinating actress who impersonates her, to be contained in its first two acts; after which we have a conventional theme conventionally handled. And of course that is a pity; memories of past phases of a stage-heroine's career in which she stirred our feelings or made us laugh by her quaintness cannot combat a certain disillusionment inevitable when she is placed in a hackneyed situation and does the hackneyed things. When we first meet Judy Abbott she is the little Cinderella of an orphan children's home, the slave of its directress and the butt of its odious directors; and the playwright has all our sympathy when she makes two good Samaritans lift the child out of her ugly surroundings. Fresh and bright, too, is her scene showing the girl as a sort of girl graduate, amid comforts and friends which the benevolence of Jarvis Pendleton, backed by the help of gracious Miss Pritchard, have provided; here we have Judy on a new and very engaging side. But alas! soon the threadbare details of the romance of guardian and ward work themselves out under our eyes—the old misunderstandings, the fears of your man of forty, the shyness of youth in the presence of its good angel. Fortunately, Miss Renée Kelly has so many vivacious speeches to make, is so pathetic and winsome as the charity girl, and preserves so much charm of personality even when she is called upon to be little more than a lay figure, that Miss Webster's comedy is not too much of a disappointment; and it is always pleasant to watch the art of Miss Fay Davis, also in the cast, and to listen to the tones of Mr. Charles Waldron's voice.



THE FUNERAL OF A GREAT FRENCH SOLDIER: THE PASSING OF GENERAL GALLIENI.

Paris will not easily forget the great and gallant service done by General Gallieni, when he despatched something like an army in taxis and motor-cars on that momentous day, in August 1914, when the Germans were ominously near the gates of the city. The whole Government attended the funeral at the Invalides, and a million and a half people crowded the streets to pay a tribute to the dead soldier, of whom it has been well said that he has died, "but out in the blood-drenched Hauts de Meuse his spirit fights on." Our photograph shows the coffin passing the Cathedral of Notre Dame.—[Photograph by Wyndham.]

Tableaux vivants of the East, Sir George's suavity and address in the part of the devoted physician, and the languorousness and siren-like fascination which Mrs. Campbell lends to Bella Donna in her losing battle, form so potent a combination that the playgoer must be hard to please who would not condone the crudeness of the melodrama

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CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CAPTAIN ADRIAN JONES (Italy).—We think the better plan would be for you to address your notes to the Chess Amateur, Stroud, Glos., England, and the British Chess Magazine, 15, Elmswood Lane, Leeds. We cannot undertake what you require.

J. AVNER (Czestochowa).—We are much obliged for your problems, but owing to the large number we have in hand, they must stand over for some considerable time.

AHMED MIRZA (Dacca).—We are sorry we cannot answer by post. We have no prize competitions either for solutions or problems.

WEST RENTS (Crawboro').—We are glad to know this column provides you with so much entertainment.

A M SPARKE.—Very acceptable.

SAPPER D JOHNSTON (B.E.F., France).—We are glad to hear of the better conditions under which you can play the game.

CHARLES WILLING (Philadelphia).—We shall have to keep a stereotyped expression of gratitude for your special benefit.

E G B BARLOW (Bournemouth).—There is a second solution to your contribution by 1. Q to Q B 6th, P to K B 6th; 2. Q to Q 6th (ch). If Black play 1. R moves, 2. B to Kt 2nd (ch); and if 1. P to Q B 6th; then 2. R to K sq. etc.

R C DURELL (Wanstead).—In No. 4 there is no White King on the board. We hope to publish one or two of your contributions later on.

A DEMAIN GRANGE.—Your problem admits of mate on the move by 1. Q to R 5th.

CHESS IN AMERICA.

Game played at New York, between MESSRS. JAFFE and JANOWSKI

(Queen's Pawn Game)

WHITE (Mr. Janowski)	BLACK (Mr. Jaffe)
1. P to Q 4th	P to Q 4th
2. Kt to K B 3rd	Kt to Q 2nd
3. B to B 4th	Kt to B 3rd
4. P to K 3rd	P to B 3rd
5. B to Q 3rd	Q to Kt 3rd
6. Castles	Q takes Kt P

How irresistible the attraction of a Pawn is in such situations as this, when the captor must know it is not offered as a gift! It simply makes Q to Kt 3rd one of the most dangerous moves on the board. White's object in the sacrifice is evidently to gain a rapid development.

7. Q Kt to Q 2nd Q to Kt 3rd
8. P to B 4th P to K 3rd
9. R to K sq

There is no waste of time or force in building up his attack; every move makes its pressure felt.

10. R to Kt sq Q to Q sq
11. P takes P B takes P
12. P to K 4th P takes P
13. Kt takes P
14. Q to B 2nd Kt to Q 4th
15. B to Q 2nd P to Q Kt 3rd

WHITE
(Mr. Janowski)

Attention is more urgently wanted on the King's side, against which the enemy's strength is visibly concentrated.

16. Q Kt to Kt 5th P to K R 3rd
17. B to R 7 (ch) K to R sq
18. B to Kt 8th Q Kt to B 3rd
19. Kt takes P (ch) R takes Kt
20. B takes R B to Q 3rd
21. B takes K P

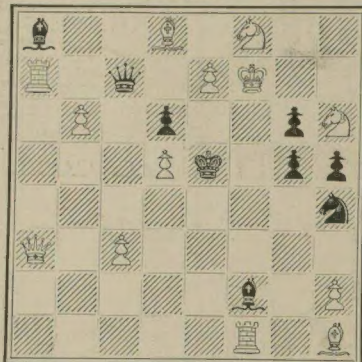
White emerges from this pretty combination with a clearly won game. For all practical purposes Black might now resign with good grace.

22. Kt to K 5th B takes Kt
23. P takes B Kt to K 4th
24. Q to K B 5th Kt to K 2nd
25. Q takes Kt Q takes B
26. Q R to Q sq Q to Kt 5th
27. Q to B 7th B to B 3rd
28. P to K R 3rd B to R 5th
29. B to Kt 3rd B to B 3rd
30. R to K 3rd K to Kt sq
31. R to Q 6th Q to K R 5th
32. R takes B Kt takes R
33. Q takes R, mate

SOLUTION OF PROBLEM No. 3727 received from Ahmed Mirza (Dacca); of No. 3728 from C A M (Penang) and Ahmed Mirza; of No. 3729 from J Widdon (H.M.S. Revenge); of No. 3731 from F L Ames (Woburn Sands); of No. 3732 from J R Jameson, Captain Challice (Great Yarmouth), J Verrall (Rothwell), J Isaacson (Liverpool), J Fowler, Fidelitas, Blair H Cochran (Harting), L Chomé La Roque, and Sapper Johnston (B.E.F., France).

CORRECT SOLUTIONS OF PROBLEM No. 3733 received from H S Brandreth (Weybridge), J S Forbes (Brighton), J Smart, J Fowler, Rev. J Christie (Redditch), Rev. W F Pelton (Henley-in-Arden), A W McFarlane, L Chomé La Roque, A W Hamilton Gell (Exeter), R C Durell (Wanstead), Miss Whitting (Alverstoke), Blair H Cochran, J C Stackhouse (Torquay), H Grasett Baldwin, C A P, F J Overton (Sutton Coldfield), West Rents (Crawboro'), and J Hope (Greenwich).

PROBLEM No. 3734.—By M. L. PENCE.
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3731.—By G. STILLINGFLEET JOHNSON.

WHITE	BLACK
1. B to B sq	K to K 4th
2. Kt to K 2nd (dis ch)	K moves
3. Kt or B mates.	

If Black play 1. Kt to B 3rd, 2. Kt to Kt 2nd; if 1. Kt to K 2nd, 2. Kt to Kt 2nd; if 1. Kt takes K P, 2. Kt takes Kt; if 1. Kt takes Q P, 2. B to R 3rd (ch); if 1. Any other, 2. Kt to Kt 2nd, etc.

The vacuum flask has become a necessity, and there is probably no more welcome gift to those on active service ashore or afloat than an Icy-Hot Vacuum Flask, which is universally popular. It is practically unbreakable, and retails from 4s. 6d. upwards, in a great variety of styles and sizes, to suit practically any purpose. It will keep things hot for twenty-four hours, or, on the other hand, keep them at an even cold temperature for three days. Our readers should write to the Icy-Hot Bottle Co., 132, Salisbury Square, E.C., for the nearest retailer's name.

NEW NOVELS.

"The Bright Eyes of Danger."

My mistress still, the open road,
And the bright eyes of danger,
sings Mr. John Foster to the old tune at the opening of his historical novel, and he goes on to unfold a stirring story. It purports to be found as a thick roll of manuscript setting forth the adventures of Edmund Layton, an English "slip of a youth" in September 1745. He is discovered riding into Edinburgh in a touch of frost and the sweet morning air, and no one with even a bowing acquaintance with the land of song and story needs to be told that a high love affair, and gallant fighting, and much countering of villainy and racing and chasing follow in their appointed order. Edmund Layton sees the stamping out of the rebellion from the English side, but is a chivalrous admirer of the hunted Scots, and gives, as he says, no grudging recognition to the shining, passionate loyalty of the proud hearts who followed the Chevalier in the dark days of his downfall. Layton, in fact, who effected the capture of Charles Edward, fell so deeply under the spell of his fascination that he allowed his prisoner to escape, and fled the scene as a man whose heart was to remain divided against himself, until the news came that Great Britain wanted fighting men in India. He retrieved his self-esteem across the seas. "The Bright Eyes of Danger" (Chambers) is a capital romance.

"Foes of Freedom."

A story of the Austrian tyranny in Flanders in 1789 is timely, and perhaps instructive—if instruction is needed to advise us how seldom the leopard changes his spots. Miss May Wynne deals in dungeons and treachery, and the bitter hatred between the oppressor and the oppressed—deals, too, in gallant friendship, and as much of the necessary love-interest as her historical atmosphere will envelop. The Austrian arch-rascal has as many lives as a cat; but we do not need to be told that retribution will overtake him. The persecution of Francis Vonek and the rising of the mob against him are sketched in tersely, and there are little vivid studies of brutal soldiery, and flight through a landscape of snow. "Foes of Freedom" (Chapman and Hall) is not a weighty book, and it does not always keep a firm grip of its readers: the plot shifts and twists uneasily among its characters. Still, it is sound, careful work, and Miss Wynne has been very much in earnest about it, and very sure that her people will interest the novel-reading public.

The latest news from Russia in connection with the Great Britain to Poland Fund is the opening of a Home at Ekaterinodar for about forty children from three to twelve years old. The Chairman of the Fund, Lady Byron, is anxious to make further endeavour on this side to support the Fund in Russia, and is desirous of forming a sub-committee of young ladies who would be willing to give their occasional services to assist her in organising entertainments. Communications are invited to the General Secretary, 95, Bedford Court Mansions, W.C.

URODONAL

prevents Arterio-Sclerosis.

THE SIGN OF THE TEMPORAL ARTERY.

It is well known that Arterio-Sclerosis is a progressive modification of the blood vessels, which, by dint of coming into contact with blood that is loaded with poisonous substances and impurities, gradually become stiff and friable to the point of resembling clay-piping. This infirmity is the forerunner and starting point of serious disorders, such as atrophies, cerebral hemorrhage, atrophy of the liver or kidneys, &c. How can the preliminary symptoms be detected so that the progress of the disease may be arrested, if possible, before it becomes generalised?

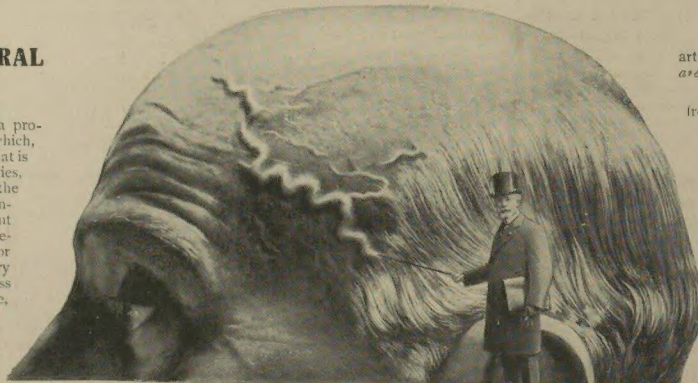
Candidates to arterio-sclerosis usually digest their food improperly; they experience vague feelings of discomfort, frequent migraine (sick headache), wandering pains, hemorrhage of the nose, tingling, sensations in the limbs; the least muscular or mental exertion causes a feeling of exhaustion; they are sensitive to the cold, and inclined to be irritable, worried and melancholic.

There is, however, another symptom which is quite unmistakable, viz., the Sign of the Temporal Artery.

It has often been said that a smooth and unlined forehead, free from wrinkles and blemishes, is a token of innocence; but it would be more correct to say that it is a sign of youth and good health. As long as the blood is rich and free from impurities, so long do the muscles retain their flexibility, the skin retain its lustre and firmness, and the tissues their consistency.

On the other hand, if the blood becomes impure and the circulation impeded, the network of swollen, stiff and petrified blood vessels soon appears through the starved tissues. The temporal vein, especially (which under normal conditions is almost invisible) soon stands out in such a manner that no careful observer can fail to recognise it.

If, therefore, you should notice between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, knotted cord protruding, be on your guard, for this is the indisputable proof that your blood vessels are becoming hardened, and that you are threatened with old age. It does not matter that you have not a white hair; your



The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels, and renders them stiff and brittle.

Recommended by Prof. Lancereaux, (late President of the Académie de Médecine) in his "TREATISE ON GOUT."

arteries are growing old - and do not forget it: you are as old as your arteries.

You must act promptly. Purify your blood from the poisonous substances with which it is loaded, and especially of the most dangerous of all, viz.: uric acid. When your blood vessels are no longer influenced by the acidity of the blood, they will regain their flexibility and contractibility. To effect this miracle it is only necessary to take a thorough course of the wonder-working URODONAL, which dissolves uric acid "as easily as hot water dissolves sugar," and which is the standard treatment of Arterio-Sclerosis as so clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent professor of Physiology at the Ecole Supérieure des Sciences d'Alger.

By taking every night a teaspoonful of URODONAL in a tumbler of warm water, and doing this regularly, you will find that nothing else in the world will be more helpful in keeping the veins and arteries flexible and supple. If, however, you already present the 'Sign of the Temporal Artery,' you should take one teaspoonful of URODONAL in half-a-tumblerful of warm water three or four times daily. This is a beneficial treatment and is absolutely HARMLESS. You will find this of great benefit, and there is no occasion to be afraid of unpleasant results.

After all, it is not more extraordinary to observe the condition of the temples in order to ascertain the state of the arteries than to examine one's tongue in order to find out the state of the digestive functions.

Dr. J. L. S. BOTAL, Paris Faculty of Medicine.

Adopted by Public Health Authorities.

Gold Medal and Grands Prix.

London, 1908.

Quito and Nancy, 1909.

N.B.—URODONAL, prepared by J. L. Châtelain, Paris, price 5s. and 12s. (latter size equals three 5s. bottles). Can be obtained from all Chemists and Drug Stores, or direct, post free (in the U.K.), from the sole British and Colonial Agents, Messrs. Heppell's, Pharmacists and Foreign Chemists, 101, Piccadilly, London, W., from whom can also be obtained, post free, the full explanatory booklet on Urodonal: "Interesting Points on how to maintain Health"; also *Lancet* Report.

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THE CHRONICLE OF THE CAR.

No Imports. Perhaps one of the signs of the completeness of the transport section of the French and British Armies is the recent decree in France prohibiting the importation of all classes of motor vehicles. This, of course, covers commercial vehicles, motor-cycles as well as motor-carriages. Thus the French Government has followed the example of our own, and even gone a step further in applying the "stop order" to business motor-cars. No doubt our rulers will do likewise, and prevent the British commercial-vehicle manufacturers from losing all their goodwill in this country. The present time seems very suitable for no imports to be allowed, as business firms in Great Britain can now obtain such motor vehicles for the transport of their goods by reason of the Government's permitting our makers in this business to supply private firms, as the Government requirements are well looked after and almost completed. This exclusion from France will hit the Americans more than anyone else, yet our British motor-cycle makers will feel the draught, as both English push-cycles and motor-cycles have a large sale there. Still, we shall not mind, as we know our Ally

is only doing this to preserve his own manufacturers from being swamped out of business, due to the fact that their works are entirely given over to munitions and other national requirements.

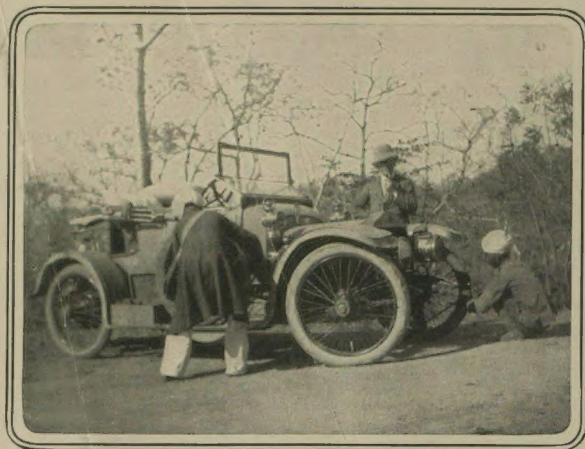
Petrol Permits. A more serious point is the present petrol situation. I certainly shall pro-

test most vigorously if, after paying £18 for the licence to own a car, I am prohibited from using it because I am not allowed petrol. Roughly, at present prices I use £50 worth of petrol per annum really in the course of my business, because my so-called "pleasure" runs are made to enable me to earn my daily bread by writing motoring articles. Now, on that basis, if the Petrol Committee allows me 350 gallons of spirit per year, I shall be no worse off, and they and the Revenue authorities will get my contribution at the rate of sixpence per gallon as well. If the re-

sources of the Empire demand that I should be deprived of a certain amount of this petrol, all well and good; and I, with other motorists, must put up with the decrease. The only thing that would be unfair would be to stop my using the car at all, or to such a limited extent that it would be impossible to get the requisite

work out of it. The idea of issuing petrol permits seems perfectly sound, and no one would object to this course being adopted, provided no favouritism be shown. Every motorist can state within a few gallons what his car's consumption is per week or month; and, with these totals available, and the amount of petrol that remains for private and commercial use after the Government requirements have been met, the Committee and the powers that be should be then in a position to say exactly what proportion of the ordinary usage is available for necessary motoring. It may be that more needless

motoring is done by means of public conveyances than by private cars; but it is only the private-car owners that fall in for general abuse from their fellows. This is very unreasonable, but it is undoubtedly true. As for week-end runs, there can be no less harm effected through motor-trips to the outlying spots of London by motor-bus than by private motor-carriage. That



A JOURNEY IN JUNGLES: IN THE CENTRAL PROVINCES OF INDIA.

Those who know India know well the difficulties of driving a car through the jungles. The 15-h.p. All-British Straker-Squire car illustrated is shown in a jungle in the Central Provinces. This car has now run fifteen thousand miles without overhaul.



AN ACHIEVEMENT: 10-H.P. "A.C." LIGHT CARS SURMOUNT THE HONISTER PASS.

Motorists who know the Honister Pass will realise the merit of the performance of two 10-h.p. A.C. light cars, which recently climbed it from the Buttermere, the worst, side. This hill is the most difficult in the Lake District, and no light car is believed to have climbed it before. The two A.C.'s took the most severe of the grades without hesitation. The cars were driven by Mr. A. Noble, the A.C. Company's Manager, and Mr. K. E. Den, a private owner. Avon "Sunstone" tyres were used, and gave complete satisfaction.—[Photo. Brunell.]

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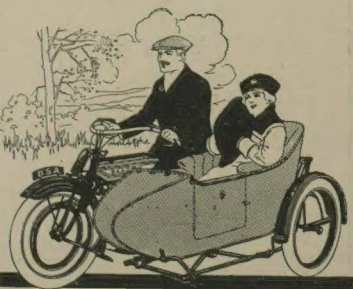
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